

Established February, 1845.

英一千八百八十七年八月一號

HONGKONG, MONDAY, AUGUST 1, 1887.

日二十月六年亥丁

PRICE, \$2 PER MONTH

Notices of Firms.

Business Notices

To Let.

Shipping

Shipping

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
"Auden",
Captain Grinn, will
be despatched as above
FRIDAY, the 6th August.

For Freight or Passage, apply to
BUTT, FIELDS & SWIRE
Agents.

Hongkong, July 30, 1887.

NAVIGAZIONE GENERALE
ITALIANA
(FLORENCE & RUBATING UNDER COMPANIES)

STEAM FOR
SINGAPORE, PENANG & BOMBAY.

Having connection with Company's
Mail Steamers to
ADEN, SUEZ, PORT SAID,

Banks.

AND GENOA.
Also to MARSEILLES, all MEDITERRANEAN, ADRIATIC, LEVANTINE
SOUTH AMERICAN PORTS, up to CAL
Taking Cargo at through rates
MADRAS, PERSIAN GULF
BAGDAD.

The Co.'s Steamship
Bormida

Intimations

will be despatched
about on SATUR-
day the 13th August, at Noon.
The Steamer has splendid Accom-
modation for Passengers and carries a
few Stowaways.
For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.
Agents.
Hongkong, July 30, 1887.

Sailing Vessels.

FOR SAN FRANCISCO.
The *SS L.L.I. AMERICAN*
quintine
Plattie & Bangs,
Bangs, Master, will load
for the above Port, and will have a
despatch.
For Freight, apply to
CON-SALVES & C
Hongkong, July 16, 1887.

OUR SPRING STOCK OF

FOR NEW YORK.
The 3/8 L.I. American S.S.
Alice D. Cooper,
SAUNDERS, Master, will
here for the above Port,
will have quick despatch.
For Freight, apply to
RUSSELL & CO
Hongkong, July 29, 1887.

RULES OF THE HONGKONG
SAVINGS BANK

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, AGENTS of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILLMAN & CO.
Hongkong, January 1, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
His Majesty King George The First
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation
prepared to grant Insurances as follows—

—Marine Department.
Policies at current rates, payable at
home, in London, or at the principal
ports of India, China and Australia.

—Fire Department.
Policies issued for long or short periods
at current rates.

—Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & CO.
Hongkong, July 25, 1872.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above
Company, are prepared to ACCEPT
INSURANCES

Notices of Firms.

Neither the Captain, the Agents, nor the Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALICE D. COOPER, American ship, Capt. J. W. Saunders. — Russell & Co.

ALLIE ROWE, Hawaiian brig, Captain Phillips. — Wieler & Co.

ELIZABETH NICHOLSON, British barque, Captain Geo. Falconer. — Melchers & Co.

HATHE N. BANDS, American barquentine, Captain J. W. Russell. — Russell & Co.

WITH Reference to the above, I, TION

Titkok. — Russell & Co.
Saratov. — British steamer, Capt.
W. Pearson. — Adamson, Bell & Co.

NOW READY.
PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY
By **Dr. H. PARKER.**
Can be obtained from Kelly & W.
at Shanghai and Hongkong, at L.
Crawford & Co., Hongkong, and at
China Mail Office.

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THE British bark *Lady Harewood*, Captain Williams, grounded on the Saratoga Spit, while en route to Valparaiso, but got off.

We regret to learn that almost all the rice,

have been given up by their owners as a total loss on account of long prevailing drought, which has completely dried up all the fields. — Eluchang, we are told, has had the largest part of the misfortune. — *Pescadore Echo.*

A PROCLAMATION in the *Government Gazette* announces that Ordinances Nos. 12 & 13 of 1887, being the French and German Mail steamers Ordinance continuation Ordinance respectively, have received Her Majesty's confirmation and allowance. We believe that there is a consensus of opinion among the Chambers of Commerce appealed to against the granting of the privileges of free-of-war to French and German mail steamers.

THE *Amoy Gazette* says:—MR. Wilson, Advance Agent of Chiarini's Royal Italian Circus found some difficulties in obtaining

the permission from Chinese authorities to give some performances in this port. We understand that through the energy and influence of Mr Francis Cass, Acting Consul for the United States, the permission was easily obtained from H.E. the Viceroy of Fochow, and the Company is expected here on Saturday morning (30th ult.) by the Indo-China S. S. Co.'s steamer *Lee Sang*.

The native papers say that the Treaty Revision Commission met on the 20th ult. and resolved to adjourn until next December. They hear that the postponement is not due alone to the hot weather, but that there has been some serious disagreement, perhaps not amounting to a hitch, among

the Japanese themselves. How far our information is correct, we are not at present

The Registrar-General's return of births and deaths in the colony for the second quarter of 1886, published in the *Gazette*, shows that there were 44 births among the British and Foreign community, and 316 among the Chinese. There were 1,245 deaths, made up as follows—Europeans, 18; Portuguese, 17; Indians, &c., 12; Non-residents, 8; Chinese, 1,188. The

annual death rate per 1,000 on the estimated population of 183,832, was—British

and foreign community, 26-29; 27-41; whole population, 27-49.

TAKING advantage of the interval of four months that will intervene before the Conference on Treaty Revision resumes its sittings, the Honorable Sir Francis Plunkett-British Minister for Japan purposes, we learn, to proceed to England on brief leave of absence. Francis will sail on the *Britannia*, the 31st instant, and will be accompanied by Lady Plunkett. It is unlikely that Lady Plunkett or her daughters will revisit Japan; but the return of Sir Francis before December 1st, when the

Conference meets again, may be confidently
looked for.—*Japan Mail*.

The *Japan Gazette* says:—“We are informed by the Agents, Messrs. Frazar & Co. that the first teas by the *Parthia* were delivered in Chicago within twenty nine days from the time they left Yokohama.” The *Japan Herald* does not appear to have got quite so favourable a report about the working of the new line. That journal says:—“There were supposed to be a certain amount of delay by the new Company, but it is not at least so far as the land transit is concerned.”—As a tea firm here has received a despatch announcing that the teas per O. & O. S. S. *San Pablo*, which left here on June 12th.

had arrived in New York previously to those which had been despatched from this

The *Strait Times* says: "A correspondent in Perak informs us that their has been a serious outbreak of cholera at Teluk Anson, no fewer than twenty-nine deaths having occurred in the last few days, within a short period. The victims were both Chinese and Malays. The cause of the outbreak is thought to be the want of good water, the people being compelled to use the river water for drinking and cooking, although, as is well known, the Perak river is lined above Teluk Anson with villages, the inhabitants of which use it for disposing of all their filth and refuse. The remedy for this state of matters would be to form water supply works for Teluk Anson, such as they have at Taiping. The Perak Government can well afford to do this, considering the

large population there is at Leake Anson and the handsome surplus in the hands of Government. What reason could he have?

The Straits Times says:—An animated scene enlivened the Borneo Wharf on Saturday (23rd Ult.) as the *Nini Norogood*, of the Russian Volunteer Fleet, steamed out of the harbour. The French transport *Comorin*, with nearly a thousand troops on board for Tonkin, was lying at the Borneo

her. The ensigus of both ship were dipped

the vociferous clearing of the men somewhat muffled in the bridge of the French steamer was coupled in force by the drumming and passing of the regiment who saluted the passing Russian in true French military style. Up into the *Nijni Novgorod* they went up into the rigging of their steamer and "repeatedly shouted to the sailors of the French. Although it formed a very picturesque incident, and was a pleasing illustration of the *entente cordiale*

which exists between our French and Russian friends.

"Narrative" writes to the Captain, "as follows:—The finding of the Marine Court of Enquiry into the circumstances attending the accident to the S. S. *Thetis* comes as a surprise after having perused the evidence. We find that the pilot admits he was ignorant of the existence of the dangerous rock, which the vessel had touched, but which is not shown on charts. Capt. Mudie did not know nor did the pilot inform him. The China Sea Directory recommends this passage. The junks had come to do with causing the accident, as was the case with the *Thetis* in 1871, and hence, and in some ways, they blocking the passage at any time. The Captain did ask the pilot if he should not haul out, but was assured by him that there was plenty of water. The result of all this is that the Chinese are to be held responsible. If he is wise he will appeal to the Board of Trade against this finding and judgment. Let us hope also that when the mutual assessors on this case, come to grief, they may be treated with more mercy than they have shown. More might be said on this subject, but perhaps this is sufficient."

